

# Hongkong Daily Press.

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No 13,297 號柒十玖百貳千叁萬壹第 日柒拾式月捌年六十二緒光 HONGKONG, SATURDAY, OCTOBER 20th, 1900. 陸拜禮 號十式月十年百九千壹英港香 PRICE \$2½ PER MONTH

New Advertisements will be found on page 4.

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Who have consigned their Brands to Hongkong  
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Fine Old Highland Whiskies are shipped  
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"SPECIAL BLEND" WHISKY  
Blend  
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Distillations of the  
Finest Scotch Whiskies  
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The following are some of their Stocks with the undersigned:—

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Distinguished by 4 Stars on the label.  
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A fine, full, and fruity wine.

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A natural and most pleasant wine to the taste.

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THE MOST POPULAR OF LIGHT BEERS: THERE IS  
NEVER ANY SEDIMENT IN KUPPER BEER, IT IS ALWAYS  
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TWO OF THIS FAMOUS AMERICAN MAKE AT A SPECIALLY LOW PRICE  
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EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH  
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SIMPLE AERATED WATER. SODA WATER.

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Suits Lengths.  
LADIES' DRESS MATERIALS.  
SCARVES, TIES, SOCKS and STOCK-  
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LIAN CHEESE, American and English  
FRESH PROVISIONS, CRYSTALLIZED  
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SWEETS. Prices Moderate.

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with the highest class of JAPANESE  
BUNKER COAL.

For terms, &c., apply to  
LAFRAIX, CASS & CO.  
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Apply with particulars as to number of rooms,  
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Hours of 9 a.m. and 3 p.m. daily.  
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WANTED, a ROOM FURNISHED in  
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Apply by letter to—"S."

Care of Office of this Paper.  
Hongkong, 19th October, 1900.

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WHARF AND GODOWN COMPANY,  
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WANTED.  
EUROPEAN OUTDOOR SUPERIN-  
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Must have good knowledge of Cargo Work.  
Apply by letter only, stating age, qualifications,  
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GARMENTS made by hand, guaranteed  
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New and Fashionable Goods. Prices very  
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USED FOR OVER TWENTY YEARS.

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Rot, and Dampness.

Sole Agents for China,  
LUTGENS, REINSMANN & CO.,  
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Arrivals, Departures and other Shipping  
Intelligence will be found on pages 5, 6 and 7

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THE  
STANDARD LIFE ASSURANCE CO.

The Rates of Premium for Home and foreign  
residence are very moderate and consistent with  
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For Proposal Forms, rates, and full particu-  
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DODWELL & CO., LIMITED.  
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Hongkong, 9th November, 1899. [3-1873]

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A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and  
Smoking Rooms.

Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.

Cuisine of the best.  
Hot and Cold Water throughout

Wines and Groceries imported specially from  
Europe and America.

Electric Lighting in the Billiard Rooms.  
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All Hotel Linen washed on the premises by  
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Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGES MODERATE.

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HOTEL CRAIGIEBURN.

PUNKET'S GAP, The PEAK, near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the  
HONGKONG, 2nd July, 1900.

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FIRST-CLASS PRIVATE HOTEL.

Handsomely Furnished and Exceedingly  
Spacious Rooms.  
Very MODERATE TERMS to FAMIL-  
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SINGLE ROOMS from \$4 a day, inclusive  
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THE CONNAUGHT HOTEL.

A FIRST CLASS HOTEL of 45 Bed-  
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The Hotel is situated near all the Banks and  
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Special Attention paid to the Comfort of  
Guests.

Cuisine excellent; under Experienced Ma-  
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Terms Moderate.

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(ESTABLISHED 1873)  
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THIS First class and well-famed establish-  
ment is pleasantly situated in the centre  
of PRAYA GRANDE, facing south, with a  
charming view of the sea on the front. Com-  
fortable and well furnished Bed-rooms.  
Cuisine Excellent. Prompt Attendance.

Terms very Moderate.  
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been thoroughly renovated, and a new  
specially built 3 Storey wing added to it, now  
affords splendid Accommodation for 40 to 50  
Visitors.

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furnished and the Dining and Sitting Rooms  
are spacious and replete with every convenience  
for Tourists.

Excellent CUISINE and best Wines.  
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Telegraphic address "Victoria, Canton."  
A. B. C. and A. I. Codes used.

MADAE & FARMER, T. F. DA CRUZ,  
Proprietors. Manager.  
Hongkong, 16th November, 1899.







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## THROUGH SOUTH AFRICA.

## II.

## THE GOVERNOR'S SALARY.

At the Council Chamber of the Mauritius Government I listened to a very interesting debate on the second reading of the Ordinance to raise the Governor's salary to £5,000 a year, to include entertainment allowance. A measure to the same effect, I knew, had already been passed in the Straits and in Hongkong, practically without demur. It is substantially a measure of "exchange compensation," giving to the governors the same salaries they had before silver fell. The need of the measure is that, on less than £5,000 a year Governors in Eastern Colonies without private means cannot really live in dignified comfort, if that phrase is to include, as it usually does, the maintenance of children at home, and the training of sons for a profession. The other Colonies accepted the measure (which came from Downing Street) quite assiduously. In Mauritius it was different. The debate was excited or at least lively. Some speaking in English and others in French, debated eagerly. Finally the second reading was carried by 20 votes to 4, the four predicting a general collapse of everything as the result of such complaisance to Downing Street. All the minority were Mauritius-born.

## THE OPPOSITION.

Next week at Council they discussed, and rejected, a proposal by Mr. Newton, a barrister-at-law, and Leader of the Opposition, that an Ordinance passed in 1899 to increase custom duties for the year 1900 should be at once (July 1900) abrogated. The money had been desired last the "plague" should cost a great deal. It had cost, in the half-year, nearly £150,000, but as the revenue was prosperous Mr. Newton wanted the increased taxes at once to be reduced. Mr. Newton was the same who had opposed the increase of the Governor's salary. Again he was hopelessly defeated, the figures being 5 to 19. From 4 to 5 seems the customary "opposition."

## A LESSON OF THE LANGUAGE QUESTION.

The reason why Mauritius may read us a lesson to be used in South Africa is that by allowing the French language to be used in Council, and pleaded in Court, and the like, we have allowed Mauritius to remain French in feeling, when it should have ceased to be so. If we allow the Boers of the Orange and Transvaal Colonies to make official use of their Dutch patois we shall commit the gravest of errors. We must engraft South Africa even at the cost of present convenience.

## ON TO THE CAPE.

Finally on Thursday, the 26th of July, I left Mauritius by the *Deane Castle* for East London and other Cape ports. Our passage tickets warned us that if quarantine intervened we might "be carried on to Cape Town or otherwise inconvenienced." However, I sailed hoping for the best.

The best was very bad. They quarantined us for five days at East London (Africa) for no reason. It was a supremely ridiculous quarantine since the Doctor came freely aboard, found all well, and went freely back. It could have harmed no one in Africa if the European passengers for East London and elsewhere inland had been allowed to go ashore.

## FIRST IMPRESSIONS.

However, when I did land I was much pleased with East London. With a view to the name of their town, the streets are Fleet Street, Parliament Street, and the like. There are municipal electric tramways and there is a municipal electric light. There is, and sea-bathing; a lawn tennis club, of mixed sexes; and much cycling. The Dutch element is conspicuously absent, and so is the half-caste. The servants are black (both male and female) and speak English. A small middle-class household will have 3 or 4 of such servants as against one or more in England. The white people live chiefly in the suburbs served by the tramway in nicely built, pretty houses. The town in fact possesses all the advantages of being at once a charming seaside residence and a busy place of import, engineering, docking, saw-milling, tanning, and the like. The business hours seem easy; the people look well-fed, children seem very numerous, and loyalty is great.

## AFRICANER'S IMPORTED MAN.

My banker talked to me for about twenty minutes about the Boers, whom he described as possessing every amiable quality, but with a peculiar incapacity for understanding that it is wrong to lie and a quiet conceit that they are the salt of the earth and ought not personally to work. The latter quality is in a minor degree, shared by the Africaner-born. (I am only quoting a banker's opinion). Therefore while there are locally plenty of pure white boys, chiefly Scottish and Irish, better educated than the lads from home, and probably better fed, and certainly of robust physique, it is found necessary by all the banks and larger mercantile houses to import some young men; and these imported men seem to work harder, live more thriftily, and therefore rise quicker. I could only reply to my banker (who seemed excited on the subject) that we had the same experience in Asia, where a pure-bred European, if "country born" and "country educated," does not usually possess the harder virtues of thrift and perseverance so greatly as the imported man; but, I added, we altogether expected different results in Africa, as we presumed we had obtained different results in Australia, New Zealand, and Canada. Further I argued that we had surely obtained some different results in Africa, as shown by the fighting powers of the locally recruited Boers. My banker did not in the least deny that, but continued his points to (1) thrift in expenditure; (2) willingness to do work personally without seeking to thrust such work on the subordinate or clerical staff. And he said very impressively, if it were not found

so, why does every banking house in East London import young men from the British Isles, involving the expense of import, and thrusting on such imported young men the risks and temptations of life apart from those family safeguards that are enjoyed by the Africaner-born? It is obviously no business of mine to answer such conundrums. I am not a philosopher but only supply some of the materials for philosophy, pointing out that the story of my banking friend in no way slurs the magnificent services of the local Africaner local forces, since the qualities of riding, shooting and fighting have not necessarily any connection with thrift and the readiness to bear the weight of duty routine work without slackening in the eternal vigilance which is said to be the price of success. If a boy be trained in a little house where there are a black male cook, a black female house-maid, a black female nurse, and a black boy to serve at table, lay out clothes, clean cycles and do miscellaneous jobs, he will almost necessarily (argued my banker) evolve different from a boy trained in a house with at most one female servant, and that one not free to be used for such personal offices as those of the black boy. "Is my cycle cleaned and where is my tennis racket?" (explained the banker) is the question of the Africaner lad home from his day-school, addressed to the black "boy." The imported lad had no one at home to whom to address such questions. He had to clean his own cycle and find his own tennis racket. "See if that signature is right," says the Africaner bank assistant. The imported man does not say that. He compares the signature and sees that it is right.

## AN AUSTRALIAN ON THE BOERS.

At Cape Town I slept in the same room with an Australian veterinary surgeon who was greatly excited at the events of the war. He avowed that at Paardeberg there should have been no quarter and that all the Boers should have been shot because of outrages committed immediately prior to Gen. Gatacre's foolish march. He said it made him wild to see the Boer prisoners at Cape Town, with money in their pockets, while the loyal subjects whose property the Boers had destroyed were at Cape Town homeless. Finally he demanded that no captured Boer should be allowed to return to Africa, alleging that for dirt, indecency, ignorance, cruelty and incapacity to speak the truth they are unequalled in the world.

## THE MEN SOUTH AFRICA WANTS.

The immigrants who may go to South Africa freely after the war are skilled handicraftsmen, who need not have capital, and farmers who need not have capital. For the carpenter, blacksmith, engineer, plasterer, bricklayer, and the like, there is immediate work at high rates of daily pay. The man who would farm should first spend two or three years, as a "grieve" or the like, on somebody else's farm (even if he be only remunerated by his keep), and after that with a sum that must be at least a thousand pounds he can make money—not a fortune, but a comfortable livelihood and a cash balance. The person who impressed that on me most eagerly was an enterprising newspaper proprietor (so enterprising that to the small town of East London he is about to import three Linotype machines) who was brought up on a Scotch farm. His desire is to return, after a time, to an African farm, and to see his seven Africaner sons set up as farmers. There is no reason why he should not succeed in his desires, except that he admitted that he had twice made moderate fortunes (he named £20,000) by gold-mining and had lost them by share speculation. Share speculation in excess is like alcoholism in excess—a disease from which a man is seldom really cured. However, the point is that this most intelligent trained observer, this indefatigable goldminer and journalist, begged me to write that South Africa wants only skilled handicraftsmen (with or without capital) and farmers with capital and patience.

## THE PROSPECTS OF THE COUNTRY.

I may add that the bulk of the African soil is very, very poor. No great farming can be done. The only farming that can succeed is the mixed farming that supplies the towns with milk, butter, cheese, mutton, beef, potatoes, vegetables, and fruits; that breeds cattle; and that depends on keen personal supervision and a general family interest. South Africa will never be a great agricultural country. Its farmers, like its shopkeepers, will only exist so long as they are content to supply the limited population of small towns. In gold, diamonds, and possibly in coal and iron, lies the future of South Africa. And if the measure of the Rand Goldfields and of the Kimberley diamond mines be fully appreciated it follows that the scenes of great money-making in the future must be to the North of Rhodesia.

## HOW TO REPEAT THE ROYALISTS.

It seems undoubted that the loyal residents of Cape Colony and of Natal will be satisfied unless compensation is paid for all damage done by the two Transvaal States to the property of loyal British subjects who refused to be commandeered by the Transvaal States. I can see no reason of equity and prudence against that demand. Assume the cost of the war at 100 millions of pounds. Assume the damage to loyal subjects at 10 millions of pounds. That is a South African war loss of 110 millions, guaranteed by Britain, at 5 per cent. The cost is about 3 millions yearly. Add one per cent for a sinking fund, and we get 3 millions 300 thousands yearly. The revenues of the two Transvaal States could not pay quite that just now; but they will be able to do so after a bit. Freed from the heavy and inequitable railway and dynamite charges, the Rand gold-fields will grow and there will soon be a sufficient surplus. Further, whenever it can be found that a disloyal resident has looted stock, or looted a house, or threatened a loyalist, all his property should be confiscated.

(To be continued.)

## OCCASIONAL NOTES.

Hongkong, though it possesses no band, so-called, seemed during the last week or so determined not to allow Shanghai the monopoly in "banders," and the result of its efforts has been a fine crop of unfounded rumours—*canards* is the word dear to journalists, is it not? The Rebellion in the South has attained the dignity of very large type, and doubtless at home our friends and relatives have been expecting, from day to day, to hear of our throats being cut. This we shall discover in some three or four week's time, when the mail papers duly come to hand. Meanwhile we have been comfortably reading in the papers of all sorts of fine things. One of Her Majesty's ships so far forgot itself as to be in two places at once, like Sir Boyle Roche's talented bird. I have even heard that at Macao a certain gentleman had been accused of doing, offer his services in case of danger—but that's another story. Of course, if the allied forces in the north under Count von Waldersee will insist on "lying low" so long, it gets a bit dull down here, and we must find something else to talk about.

With the approach of the new racing season, under different conditions from those under which past seasons have been conducted, there is a considerable impetus given to the discussion of the China pony v. race-horse question, and at length we are likely to see the China and Australian products fairly put side by side. There is little doubt that this will serve to make the season 1900-1901 the most interesting we have had yet. To those whose acquaintance with horse-racing is limited to attendance at occasional small meetings and participation in usually unaltruistic Derby "sweeps," it may seem at first sight odd that racing here stands where it does, when within less than three weeks' steam of Hongkong is Australia, where some of the most capable horse-breakers in the world, finding the country and climate admirably suited to their purposes, have devoted their fortunes to horse-raising. Naturally they feel they have a grievance in the protection of the China pony which has prevailed up here so far. And is there not some truth in their claim that, if our Jockey Club had a meeting open to all horses and joined the Racing Associations of the East and Australia, Singapore and Indian horses would be sent to compete, giving Hongkong some sport more worthy of the size of the place?

Of course, there is the stumbling-block in the physical geography of this island, which limits riding and driving lamentably. But need it have the same effect on racing? The present course is too small, it will be objected. One can only reply that one knows of a course not an inch larger where excellent racing is carried on every week and without an accident which could be attributed in any way to the smallness of the course. With some alterations the course at Happy Valley could be made safe to race round as any course can be, provided the fields were not very big. With regard to the question of expense, it is the fashion rather to talk of racing as the sport of millionaires, but though it is not perhaps a hobby which a prudent guardian who encourage in a young hopeful, its cost here in Hongkong can be greatly exaggerated by the afflicted imagination of the careful business man. Anyway the fact remains that racing is in a flourishing condition. But I must trespass no longer on subjects proper to that august body, the Hongkong Jockey Club. To discuss the question adequately, moreover, would occupy more space than I am allowed here to fill.

I suppose that the mosquito season is closing if it has not already closed—one of our many local exports could tell us this—and that the *culex* is suspending his operations for 1900. But I have been struck repeatedly by the forethought of some people in providing for this pest so fine a lake as exists in Des Voeux Road on the ground opposite the block in which the Hongkong Hotel lies (and also, Mr. Editor, your own office). It is very late in the day to draw attention to this fine breeding-ground now, but my eyes were attracted by the green waters last time I passed it. As an addition to the Praya landscape this lake, situated near the mountain range which has been constructed by industrious coolies and their wives or mothers this summer, is no doubt desirable; but as a school for young mosquitoes I venture to think it out of place, and so do those who sleep in its vicinity.

There have been a lot of complaints lately of an ingenious habit among chair and ricksha coolies and others of returning to their late fares ten-cent pieces, when they have just been paid, with the aggrieved exclamation, "Masa, copper!" Masa examining the coin sees it is undoubtedly counterfeit, and if he has not been caught before gives a good coin instead. He wonders however the imitation ten-cent piece got into his pocket. The explanation is simple. The bad coin was in the coolie's possession before, and he has effected a change before he handed it to his victim as being the one just given to him. Of course, this trick can be checked by examining the coin before paying the coolie, who takes care, however, not to give himself away in such a case.

I am not a Triad or a Mason, but I believe that in France and Italy Masons suffer much from misrepresentation by the clerical press, and I hope I shall not be much censured for suggesting that the Triads are not necessarily all ruffians. Secret societies run the risk of being misunderstood. It is with considerable trepidation that I venture to write the names of the two bodies in the same paragraph after a recent release which we have read.

OBSERVER.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## THE NEGLECTED OVER-CROWDING QUESTION.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 19th October.  
SIR.—Some months ago the question of overcrowding and rack-renting was one of the leading local topics, and from promising utterances it was expected that relief could not be far off. Such utterances, however, have proved to be a mere flash in the pan; while the congested state of the colony has become aggravated by an influx of Chinese refugees from the mainland. It will be of public interest to know under the circumstances whether there is any probability of the recent territorial acquisition being availed of for the relief of the community. Consequently on the abnormal increase of rent, distress prevails among the poorer class. Moreover, the fact of plague still claiming victims at this time of the year is most significant.

## JOINT STOCK SHARES.

Mr. J. Y. V. Vernon says in his Weekly Share Report, dated Hongkong, 19th October: "The market has ruled steadily with fair business and no special features to report. The market—Hongkong and Shanghai—has been placed in small lots at 314 per cent. premium, closing with sellers. The London rate has advanced to 257.50. 0d. Nationals have again changed hands at 226 and are in request at that rate."

MARINE INSURANCES.—Unions are on offer at 2245 but without sales. Cantons could be placed at quotation (\$125), but none are obtainable. Northern Insurances and Straits continue neglected.

FIRE INSURANCES.—Hongkongers have been placed at 2205, closing with sellers at that rate. Chinese have advanced to \$30 with sales, but closed with sellers.

RENTING.—Hongkong, Canton and Macao have been dealt in to some extent at 332 and 3324, closing steady at latter rate. Indos are enquired for at 387 after small sales at 386. Douglas has been on offer during the week at \$41 without inducing sales. China Manilla remains unchanged and China Mutuals have changed hands at quotations.

REFINERIES.—China Sugars after a small sale at \$108 improved to \$107. Lazzos continue neglected and without business. The market under this heading has ruled very dull, but with little business. A few Ranta have changed hands at \$56, Jobebus at \$83 and 84, Punjoms at \$3, and a small lot of Caledonians at \$0.10.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have been on offer during the week at 545 per cent. premium, closing with sellers at 552 per cent. premium. For December is reported. Kowloon Wharves have ruled quiet with sellers at 384 and finally at 323, and only small sales at 384 have been made. Wharves have changed hands in request.

LANDS, HOTELS AND BUILDINGS.—Hongkong lands have further improved to \$185, after sales at \$184 and \$184, market closes steady with probable buyers at \$185. For January sales have been effected at \$182. Hotels remain dull and neglected at the reduced rate of \$118. West Point has been placed at \$51, closing with sellers. Humphreys have been negotiated to a large extent at \$11, \$112, and \$113, closing firm at the latter rate. In the absence of local business quotations for the Northern Mills are taken from the last Shanghai circular.

DISCOUNTS.—Watsons have been dealt in to a fair extent at \$16. Green Islands at \$19 and \$194, and Electrics at \$104. Ices are enquired for at the increased rate of \$170, but none seem procurable. China Providents have changed hands at \$9.95 and \$10, and Dairy Farms at 884.

MEMOS.—China Traders yearly meeting on 22nd instant. Hongkong Electric's second call of \$9 on new issue payable 1st proximo. Tenders are invited for 4,104 unissued shares up to 22nd instant.

## THE FIRE ON THE "ROHILLA."

As the P. & O. steamer *Rohilla* was steaming into Kowloon early on Saturday morning, the 6th inst., a fire was discovered on the port side. The ship's fire appliances had an effect on the burning cargo, and the captain thought it prudent to drop anchor in the Bay instead of going direct to the pier as usual. Mr. Sim, the Superintendent, Adviser of the Kowloon Fire Brigade, was sent for, and at his suggestion the steamer was put alongside the pier. Four fire-engines were then taken to the pier, and a hydrant fitted with hose, so that the local firemen could play on the flames. An immense quantity of water was thrown into the compartment in which the fire was situated, but with apparently little effect, as the fire only smouldered, and the engines to play into the water in the vessel nearly reached the pier, and the large fire-engines then ceased work until the ship's bilge pump was got to work to keep the water down. Late in the evening a door was opened from one of the hatches at the stern end of the reserve hold, this being the only entrance to this hold, which is between 60 and 70 feet long. When the door was opened the smoke was for a time so dense that it was impossible for any one to enter, but after playing three streams of water into the hold the smoke dissipated, and the officers of the ship did splendid work with a gang of coolies in removing through the small door a great quantity of cargo, consisting mostly of cotton, leather in bales, cinnamon, &c. For a long time the engines continued to play on the fire, and the cargo to be removed as opportunity offered, but little effect seemed to be produced on the outbreak; indeed, about seven o'clock the heat and smoke were so great that the men were driven back and for awhile work could be done. Then the ship's pumps and the fire-engines were put full speed ahead, and at last the smoke lessened sufficiently to allow the removal of cargo to be resumed. By 10.30 p.m. much good progress had been made, and the cargo in the hold could be removed, the fire Brigade engines returning to the station at 10 p.m. The *Kobe Chronicle* understands that with the exception of the cargo in the reserve hold, where the fire occurred, the general cargo throughout the vessel is in perfect order, and the ship is not injured in the least.

## HONGKONG VOLUNTEER CORPS.

Mr. D. Gillies having kindly consented to present another Cup for shooting, the first competition took place on the 14th inst. The Cup is open to all units residing at Kowloon Dock. Rifles are penalised 1 point at 500, and 3 points at 600 yards; 22 members competed. The best scores were—

	200	500	600	Hot. Tl.
Gunner Stewart	...	29	27	36
Gunner Duncan	...	20	26	23
Gunner Lapley	...	27	30	19
Sup. Pullen	...	22	17	22
Gunner Baldwin	...	25	28	20
Sergeant Graham	...	23	27	15

## FOOCHOW.

The following notes are from the *Foochow Daily Echo* of last Saturday, the 13th inst.: "With all our best endeavours, the best individual endeavours of foreigner and native alike, to avoid doing anything that might cause trouble, it is irritating to learn that certain American missionaries have insisted on coming up to Kuching in the face of their Consul's orders that they should not go, and against the entreaties of the Provincial Authorities that no missionaries should return to their country stations until peace is assured, for fear of untoward consequences. It is scarcely too much to say that by their action these missionaries are courting danger, and running the risk of disturbing the peace of the port. All loyal people will be indignant at the Consul being disobeyed. And most of us, with the feeling that we are beholden to the Viceroy and Taotais for our freedom from anxiety during the late troublous times (anxiety from which no other port in China has been wholly exempt) would seek to help them now by carrying out their wishes instead of running counter to them. These good Christians did not heed the Consul's orders any more than they seem to have cared to observe St. Paul's maxim to 'obey those who rule over you'; they ought to be compelled to return, but they happen to be ladies and are consequently difficult to manage."

It is a long time since a cricket match was played at Fochow, and the event of Thursday last, the P. C. C. v. H.M.S. *Lizard*, brought together quite a number of spectators. Play commenced at noon, the *Lizard*'s team going in first. At 1 o'clockiffin was served in the Pavilion at which upwards of thirty sat down; and play was resumed soon after 2, when the first innings of the Navy team was continued, and shortly afterwards finished with a total of 62 runs. The Fochow team then went in and succeeded in making up a total of 161 runs off what was said to be comparatively easy bowling. The second innings of the *Lizard* followed but could not be completed owing to the falling of night. The day was fine and a most enjoyable afternoon was spent by all present, including a great many ladies.

The *Yokohama Kaisha's S.S. Akashi Maru* is due to-day. She is the first of the new line of steamers to run between Hongkong and Fochow, calling at Swatow and Amoy. The Company having a special subsidy for this line from the Japanese Government establishes a somewhat formidable opposition to the old Douglas Company and lower rates of freight and passage money may be looked for.

There was quite a crowd of Mr. William Graham's friends at Ewo today yesterday morning to shake hands and tender their wishes to him on his departure for home on a well-earned holiday. We wish Mr. Graham good speed, and a safe return to us early in May with Mrs. Graham, when a warm welcome back will await him.

Several accounts have reached us of the dollar robbery on the river on Monday last, the most authentic of which, in spite of the crew's trumped-up stories to the contrary, does not include any bold pirate business. A native bank was robbed of \$17,000 to Shanghai by the *Hsin Yu* and put them on board a native cargo boat at Fochow for conveyance to the steamer lying at Pagoda. The boat was returned to Fochow on Tuesday morning without the treasure or masts of the *Hsin Yu*, but with a dreadful story of how it had been attacked by desperate river pirates, the lives of the crew threatened and all the treasure taken. The detectives were quickly set to work and three men, known to be poor, were arrested in their houses with several hundreds of dollars in their possession. This, it is thought, may eventually lead to the discovery of the whole gang of thieves and the recovery of a good deal of the treasure. We shall have further particulars next week. In the meantime, there is reason to believe that the gang consisted simply of the coolies who carried the treasure from the bank to the boat and the crew of the boat; rather an amateur lot for such a big undertaking.

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

21st October (19th Sunday after Trinity).

## ST. PETER'S CHURCH.

West Point.

21st October (19th Sunday after Trinity).

Harvest Thanksgiving Services.

Mattins (11 a.m.).

Hymns, 230; Venite, Crofts; Te Deum, Woodward, etc.; Jubilate, Crofts; Hymns, 277, 225, and 285.

Evensong (6.30 p.m.).

Hymns, 276; Magnificat, Robinson; Nunc Dimittis, Hills; Hymns, 277, 361, and 282.

The Mission on Sunday morning between 9 and 10.30 to take men ashore for the services. The answering psalm may be hoisted.

## UNION CHURCH.

Sunday, 21st October, 1900.

11 a.m.

Voluntary, "Andante Religioso," Spark; Hymn, No. 8 (Deerhurst); Langran; Psalm, No. 19 (Double Chant); Soaper; Hymn, No. 27; "Thine O Lord, is the Greatness," J. Kent; Hymn, No. 375 (St. Gertrude); Sullivan; No. 381 (St. Ethelwald); Monk; Voluntary, "Fantasia," P. Tietz.

6 p.m.

Voluntary, "Andante," Inglis; Barrow; Hymn, No. 16 (Hanover); Croft; No. 386 (St. Oswald); Durham; Dykes; No. 176 (Mabyn); Brown; No. 368 (Weber); O. M. von Weber; No. 407 (Tune 408); Ewing; Voluntary, Triplet; Fugue, G. Merkel.

SOFT, FAIR, DELICATE SKIN. A clear and healthy complexion produced by using ROWLANDS' KALYDOR, the most soothing, healing, curative and refreshing preparation, and warranted harmless to the most delicate skin. It prevents and removes freckles, tan, sunburn, redness, roughness, heals Cutaneous Eruptions, Irritation, Stings of Insects, Itch, Burns, imparts a luxuriant beauty to the complexion, and arrests the neck, hands and arms in matchless whiteness, unobtainable by any other means. Ask Stores and Chemists for ROWLANDS' KALYDOR, and avoid poisonous imitations.

## BUSINESS NOTICES.

藥館芝蘭  
KWONG CHI KOON  
DISPENSARY.

街欄藥城省東廣  
CHEONG LAN STREET, CANTON.

子甲次歲年參份同情大  
創開年四拾陸百捌千一西大

ESTABLISHED 1864.

記為祥吉意如



Trade Mark  
KWONG CHI KOON  
DISPENSARY.

CHEONG LAN STREET, CANTON.  
ESTABLISHED 1864.

油意如 UNRIVALLED U I YAU  
or "AS YOU WISH OIL."  
Prices at \$1.00 per bottle.  
" 0.50 per bottle.  
" 0.25 per bottle.

散開通 TUNG KWAN SAN, or "Army  
Medical Powder," 50 cents per bottle.

散打跌 TIT TA SAN or "Falling and  
Bruising Medical Powder." Price at  
50 cents per bottle. Made from the best  
selected medicine to be used for the above  
Oil and Powder.

散及油造製藥好選揀

KWONG CHI KOON is one of the largest Native Drug shops in Canton, employing about 300 men. The Proprietor, Mr. U Yam Ting, is a man of great energy and business capacity, and is also very benevolent, giving away thousands of dollars worth of medicine in charity, usually with an eye to the main object, efficiency of his medicines from officials, scholars and business men. Like the Chinese generally, he has great faith in medicine and is desirous of extending his business to foreign countries, giving people of western lands the benefit of his medicines.

He has submitted to me the formulas of some of his preparations for examination, giving full explanation as to the medical qualities of the ingredients. I have found the Tung Kwan San Army Medical Powder and the Tit Ta San or Falling and Bruising Medical Powder composed of Musk, Borneo Camphor, Rhubarb, two kinds of gum, with red oxide of mercury and sulphide of arsenic, animal and vegetable charcoal, which are known in western pharmacy. Besides this it contains gold leaf, tigers and dragons bones, shavings of antelope and rhinoceros, horns, which I have shown him that chemical science proves to be inert, he proposes to omit from the medicine prepared for foreign use.

The medicine is to be chiefly used as a cathartic, as is put up in small metal bottles by which it can be injected into the nostrils. The small amount of oxide of mercury and sulphide of arsenic will not be dangerous used in this way.

(Signed) J. G. KERR,

Canton.

Directions are given according to the Chinese method of using the medicines. The nature of the oil is very mild, but its action is exceedingly good, possessing wonderfully curative effects in both internal and external diseases. As it is an invaluable medicine it should be kept on hand ready for use by all persons, whether at home or abroad.

DIRECTIONS.  
For external use rub the oil on the temples, forehead, between the eyebrows, back of the ears and on the chest and back, on the abdomen or wherever the pain or soreness is located. It must be rubbed on for 3 minutes. For toothache put a little in the tooth on cotton and rub on the gums. The oil has beneficial effects in headache, fainting, colds, sore throat, stomach-ache, colic pains, rheumatism, numbness of the limbs, pain in the back, cramp, local swelling and inflammation, influenza, diarrhoea, toothache, pains in the head and convulsions after childbirth, prickly heat, boils, and mosquito bites.

Externally the dose is five drops in a little water, and it is to be repeated every two or three hours, at the same time using it externally.

The proprietor of the Kwong Chi Koon Drug Store of Canton has placed in my hands for examination a number of his preparations with the receipt for each.

His "U I YAU" or "As you wish Oil" has a wide circulation, and is very much used. It is composed of aromatic and stimulant herbs and barks, most of which are well known in our pharmacopoeia, together with pinglin (a costly kind of camphor) bishops root, orris root, with two or three other less known articles, but none of the objectionable substances which enter into many Chinese medicines. It is one of the combinations which has real merits and it is not strange that it has attained so wide a reputation for the relief of maladies for which it is recommended.

(Signed) Doctor J. G. KERR,  
Canton, China.

Any order please apply to  
Messrs. DABNEY & Co.  
No. 19, Queen's Road Central,  
Hongkong.

Who are appointed Sole Agents for the sale of our Goods.  
KWONG CHI KOON.  
Hongkong, 5th May, 1900.

## NOTICE OF REMOVAL.

THE Office of the  
HONGKONG DAILY PRESS,  
CHUNG NGOI SAN FO,  
CHRONICLE & DIRECTORY,  
have this day been Removed to  
14, DES VOEUX ROAD CENTRAL.  
Entrances East Lane, recently Messrs.  
Wendt & Co.'s Office, behind Messrs. Shaway.  
Tomes & Co.'s premises.  
Hongkong 1st May, 1900.



## NEW ADVERTISEMENTS

**THE HONGKONG RIFLE ASSOCIATION.**  
THERE will be a PRACTICE SHOOT over the Interport Ranges for Spoons TO-DAY (SATURDAY), the 20th instant, at 3 P.M.  
MOWBRAY S. NORTHCOTE,  
Hon. Secretary.  
Hongkong, 20th October, 1900. [93]

ST. GEORGE'S HALL.

**MR. ALEC MARSH**

AND

**MR. A. G. WARD**

beg to announce their

**FIRST SUBSCRIPTION**

**CONCERT**

(UNDER DISTINGUISHED PATRONAGE)

will take place on

**THURSDAY NEXT,**

**25TH OCTOBER, AT 9 P.M.**

**MESSRS. MARSH and WARD** will be kindly assisted by MESSDAMES BREVITT, LANE and MUDIE, and MESSRS. LAMBERT, HILL, GRIMBLE, SCHROETER, and GRACA.

Tickets and Plan of Hall at the ROBINSON PIANO CO.

Hongkong, 20th October, 1900. [2699]

**OLIVERS FREEHOLD MINES, LIMITED.**

NOTICE is hereby given that the FINAL CALL of 50 cents per Share on B Shares numbered—

15501-15600 36761-36833 53065-53078

17351-17360 37367-37367 53302-53303

17351-17400 38070-38094 54437-54436

18251-18250 38095-38094 52763-52762

19451-19450 39341-39345 54617-54623

19651-19700 41050-41155 54031-54037

20021-20030 43284-43333 54736-54749

20041-20050 43350-43389 54752-54758

21090-21105 43884-43983 54768-54770

21211-21210 45632-45731 54831-54836

21381-21450 46332-46381 55452-55455

21741-21820 46532-46556 55494-55497

22538-22547 46932-46981 55074-55080

23053-23062 47022-47021 56435-56434

23189-23202 47572-47571 56678-56677

23493-23512 49372-49371 56878-56877

26794-26843 50018-50031 57101-57200

29972-30071 50950-50966 57951-58050

29886-29928 50233-50272 58171-58190

32920-32961 50824-50837 58883-58982

33312-33336 51143-51167 59983-60000

35304-35403 52066-52099 59983-60000

36536-36585 52872-52721

Must be paid to the undersigned at the Office of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the first day of November, 1900, and notice is also given that in the event of non-payment of each Call at the Office of the Company aforesaid on or before the said first day of November, 1900, the above-mentioned Shares will be FORFEITED.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 20th October, 1900. [2701]

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW.

THE Company's Steamship

"THALES,"

Captain Robson, will be despatched for the above port TO-DAY, the 20th instant, at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAPHAM & CO.,  
General Managers.  
Hongkong, 19th October, 1900. [2696]

**THE "MOGUL" LINE OF STEAMERS**

FOR MOJIB AND KOBE.

THE Steamship

"ENERGIA,"

Captain Chaplin, will be despatched for the above ports at DAYLIGHT TO-MORROW, the 21st instant.

For Freight, apply to

DODWELL & CO., LTD.,  
Agents.  
Hongkong, 20th October, 1900. [2698]

**THE HONGKONG WEEKLY PRESS** is now ready and contains—

Leading Articles—

Punishment of the Guilty in China.

The Inland Waterways Question.

The Southern Disturbances.

The European Steam-roller.

The Germans at Kinohow.

The Crisis: Telegrams.

Hongkong Legislative Council.

The Crisis in China.

Daring Piracy Case.

The Regulations as to Back-yards.

Hongkong Jockey Club.

A Dishonest Cooles Brought to Book.

Shanghai's Defence Scheme.

A New Treaty Point in Japan.

H.M.S. Terrible Runs Aground.

The Trade of Singapore.

## NEW ADVERTISEMENTS

**WANTED.**  
**A YOUNG PORTUGUESE CLERK** for Copywork, &c.  
Apply to—  
B. R. O.  
Care of Office of this Paper.  
Hongkong, 20th October, 1900. [2700]

**PASSAGE.**

THE Steamship

"MONMOUTHSHIRE,"

100 A.I. sailing for PORTLAND (OREGON), about the 25th inst., has room for a few First Class Passengers at reduced rates.

Bookings for Interior Points and Europe. Stowage and Surgeon carried.

Apply—  
T. M. STEVENS & CO.,  
4, Duddell Street.  
Hongkong, 19th October, 1900. [2697]

**PUBLIC COMPANIES**

**CHINA TRADERS' INSURANCE COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

THE THIRTY-FOURTH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Head Office, Victoria, Hongkong, on TUESDAY, the 23rd instant, at TWELVE O'CLOCK, NOON, for the purpose of presenting the report of the Directors and Statement of Accounts to 30th April last and of declaring dividends.

The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd instant, both days inclusive.

By Order of the Board of Directors.  
H. P. WADMAN,  
Acting Secretary.  
Hongkong, 2nd October, 1900. [2557]

**HONGKONG ELECTRIC COMPANY, LIMITED.**

TENDERS are invited for the Allotment of the Unclaimed balance of New Shares (4104 Shares), Dollars Five per Share paid up, PAYABLE on the 1st November, 1900.

Tenders will be received up to the 20th of October. No Tenders under par will be considered, and the Allotment will be made preferably to Shareholders.

By Order of the Board of Directors.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 20th September, 1900. [2535]

**HONGKONG ELECTRIC COMPANY, LIMITED.**

**NEW ISSUE SHARES.**

SHAREHOLDERS are hereby notified that the SECOND CALL of \$3.00 (Three Dollars) per Share has been made and is PAYABLE at the Company's Office, No. 4, Queen's Buildings, on or before 1st November, 1900.

Shareholders are requested when paying the above mentioned call to send to the Company's Agents their provisional Share Certificates for endorsement.

By Order of the Board of Directors.  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 20th September, 1900. [2534]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

A DIVIDEND of 820 per Share for the year 1899, equivalent to 40 per cent. on the paid-up Capital of \$50 per Share, has been declared.

WARRANTS will be issued on the 12th October.

By Order of the Board.  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 12th October, 1900. [2637]

**NOTICE.**

IN consequence of the great increase in the price of Coal the undersigned Lines beg to give notice that on and after this date and until further notice they are compelled to CHARGE a PRIMEAGE of 10 per cent. on all PASSAGE RATES by their Steamers.

A. M. MARSHALL,  
Acting Superintendent,  
F. & O. S. N. Co.  
Agent.

M. M. CIE,  
Agents.

N. D. LLOYD,  
Agents.

SANDER, WIELE & CO.,  
Agents.

AUSTRIAN LLOYDS S. N. Co.  
A. S. MIHARA,  
Manager.

NIPPON Yusen Kaisha.  
Hongkong, 15th October, 1900. [2659]

**W. BREWER & CO.**

**NEW BOOKS.**

China's Open Door, by Consul-General

Wildman 83.50

China in Decay, by Alexis Krausse 3.50

China and the Present Crisis, by Walton 1.50

All the World's Fighting Ships, by Jane 9.00

Celebrities of the Army, 12 Parts 4.20

Wide World, Volume 5 3.50

The Captain, "A Book for Boys," Vol. 3 3.50

Tropical Diseases, by Morrison, Revised and Enlarged 6.50

Nautical Almanack, 1901 1.50

European Settlements of the Far East 3.50

Golden Deeds of the War 2.25

**NEW STOCK.**

**NEW STAMP ALBUMS, INDIAN CIGARS,**

EGYPTIAN CIGARETTES,

CROQUET LAWN BOWLS,

AYER'S TENNIS BALLS (covered and uncovered),

23 & 25, Queen's Road, Hongkong. [31]

**BOMBAY-BURMAH TRADING CORPORATION, LIMITED.**

**BANGKOK AND RANGOON.**

TEAK SQUARES, PLANKS, BOARDS AND SCANTINGS, PLANKED, TONGUED, AND GROOVED

BOARDS, FOR FLOORING, CHAILING, WALLING, &c. TEAK SHINGLES FOR ROOFING.

PINEADOK RAILWAY SLEEPERS for all GAUGES.

Rates Supplied and Orders Booked by JARDINE, MATHESON & CO.

Hongkong, 3rd May, 1896. [163]

## BANKS.

**THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL 21,500,000

SUBSCRIBED 21,125,000

PAID-UP 2,562,500

RESERVE FUND 30,000

BANKERS.

LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.

On Fixed Deposits—

For 12 months 4 1/2

" 6 " 3 1/2

" 3 " 2 1/2

J. HURBURN,  
Manager, Hongkong.

Hongkong, 24th March, 1900. [29]

**THE BANK OF TAIWAN (FORMOSA), LIMITED.**

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

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PAID-UP CAPITAL " 1,250,000

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On Current Account 5.475 per annum

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Credits granted on approved Securities and every description of Banking and Exchange business transacted.

Drafts granted on the chief commercial places both in Japan and abroad.

Further particulars may be obtained on application.

HIROMI KAWASAKI,  
Manager.

Taipeh, 5th Octol r, 1900. [290]

**THE NATIONAL BANK OF CHINA, LIMITED.**

AUTHORIZED CAPITAL 21,000,000

PAID-UP CAPITAL " 3,243,74

HEAD OFFICE—HONGKONG.

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CHOW TUNG SHANG, Esq. J. T. LAU, Esq.

Ch Manager.

Geo. W. F. PLAYFAIR.

Interest for 12 Months Fixed 5 1/2.

Hongkong, 23rd March, 1899. [19]

**HONGKONG & SHANGHAI BANKING CORPORATION.**

PAID-UP CAPITAL 10,000,000

RESERVE FUND 10,000,000

STEELING RESERVE 10,000,000

SILVER RESERVE 2,000,000

RESERVE LIABILITY OF PROP'ORS 10,000,000

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HONGKONG—INTEREST ALLOWED.

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On Fixed Deposits.

For 3 months 4 per cent. per annum.

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T. JACKSON,  
Chief Manager.

Hongkong, 4th October, 1900. [17]

**HONGKONG SAVINGS BANK.**

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

## BANKS.

**IMPERIAL BANK OF CHINA**

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL Shanghai Tls 5,000,000

PAID-UP CAPITAL " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

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[Published by Special Arrangement]

## IN WHITE RAIMENT.

BY WILLIAM LE QUEUX.

Author of "White Fidelity a Wife," "Purple and Fine Lilies," "The Day of Temptation," "Of Royal Blood," &amp;c., &amp;c.

[COPYRIGHT.]

## CHAPTER XVIII.

THE MYSTERY OF THE MORNING ROOM.

My eyes wandered from the face of the trembling woman before me to the blanched countenance of my love. In an instant I detected a change had taken place. But I noticed that the woman before me had become blank and quite expressionless. No deep medical knowledge was necessary to detect the awful truth. It was the exact counterpart of the photograph which had been in the colonel's possession.

With a cry of despair I sank upon my knees, touching her cheeks and chafing her hands. I held the mirror against her mouth. But the jaw had dropped, and when I looked eagerly for signs of respiration there were none. Beryl, my mysterious wife, was dead!

I pressed her hand. I called her by name, and aided by her cousin Nora frantically tried the various modes of artificial respiration. But all in vain. Her frail life had flickered out even while we had been fencing with each other. All was useless. She had, as the major had predicted during that memorable interview at Whittton, been struck down swiftly and securely in some manner that was impossible to determine.

"She's dead!" I cried, still holding her thin, cold hand, and turning to the woman who had brought me to her side. "Dead—dead!"

"Impossible!" she gasped. "No, don't tell me that. Do your best to save her, Doctor. You must save her—you must!"

"But she is beyond human aid!" I declared. "Respiration has ceased. The last spark of life has gone out. She has been murdered!"

"By that woman in black!" she shrieked. "But how?"

"That I do not know," I responded very gravely. "There is no wound; nothing whatever to account for death."

"Oh!" she cried, in desperation. "I ought to have told you everything at once, but I feared you would not believe it if I told you. A strange thing has occurred in this house, something very unusual. It is as though the place is overshadowed by some evil influence."

"I don't understand you," I answered quickly, interested, but ere the words had left my mouth there was a tap at the door, and the servant ushered in my old friend and lecturer, Carl Hofer.

"Ah! my dear Doctor!" I cried eagerly, rushing forward to welcome him. "You will excuse me calling you so unexpectedly, and at this hour, but something very unusual has transpired—a matter in which I require your assistance."

"Ah!" he answered, shaking his head. "I was surprised to get your kart, my friend. But you see I have come to you at once."

He was a stout, ill-dressed man, broad-shouldered, short-legged, big-headed, heavy-jawed, about fifty-five, with scraggy yellow hair upon his forehead, a pair of big eyes, which blinked through large gold-rimmed spectacles, and a limp which made him shuffle. He was a German in figure and manner, he spoke with a strong accent, his English grammar being often very faulty, but he was nevertheless a fairly good natured man, possessing a keen sense of humour.

I introduced him briefly to the baronet's wife and then, indicating the inanimate body of my love, gave him a short technical account of her symptoms.

He bent over her, examined her face and granted dutifully.

"It looks as though the young lady were dead," he said with his tongue, "but his great sleepy-looking eyes blinking at us throw his spectacles."

"I see no sign of life," I responded. "What is your opinion?"

He went down on his knees, granting over the effort, and while I held the lamp for him, examined her throat and neck carefully, as though looking for some mark or other.

"And how did it all happen?" he inquired presently, after a long thoughtful silence.

I exchanged glances with her ladyship, and then related the story just as she had told it to me.

"Her ladyship whispered that it should be kept a profound secret," I added.

"Secret!" he roared. "How are you going to hush that? The coroner?"

"Then you think poor Beryl is really dead?"

"But can you do nothing?" I asked in desperation. "You are the only man in all the world who can investigate such a case—any, who can bring her back to life!"

"If she's dead, that's impossible," he declared. "Your estimate of my power is far too great, Doctor. I refuse to believe that she is actually beyond your aid. To us she may appear dead, but her state may be only a cataleptic one."

He shook his great shaggy head dubiously, but made no response. This man, one of the greatest chemists of his age, who had been recognised as "privat docent" of pathological anatomy and bacteriology at the University of Naples, and was renowned throughout the world for his excursions into the queer by-ways of medicine, was a man of expression, and his face was full of the expression of a man who was not at all satisfied.

"The story he had heard regarding Beryl's sudden death did not convince him. His expression of doubt told me so."

He had slipped up the tight sleeves of her dress, and he was examining the inside of her arms at the elbow, but what he saw did not satisfy him.

I told him of the mirror-test, of the artificial respiration which I had tried, and he listened to me in silence. With his finger he opened the left eye and looked long and earnestly into the pupil. Then after a long suspense he suddenly spoke.

"Ah! we have been mistaken. She is not dead."

And again he recommenced the examination of the inside of the elbow after having ordered other lights to be brought. Then, without saying where he was going, he left us promising to return in a few minutes. He was a queer old fellow, very eccentric, and with a method that was as curious as the particular branch of the profession in which he was a specialist.

Not more than ten minutes passed before he returned, grunting, puffing, and carrying a small packet in his hand. He had evidently been to the nearest chemist.

"Some water!" he commanded. "Warm water!"

This was at once brought, and arranging several little packets on the glass-topped table he seated himself leisurely, and commenced to

open and examine the contents of each very slowly.

"You have a hypodermic syringe?" he inquired.

I took it from my pocket case, and handed it to him. He grunted, and made a disparaging remark about the make. German needles were so much better he declared.

Then having cleaned the syringe, he mixed a solution with the utmost care, and then administered a subcutaneous injection in Beryl's arm.

I saw by his face that the absence of any mark sorely puzzled him, just as it had bewildered me. To all appearance my love was dead. Indeed I, as a medical man, would have given a certificate of death. Yet the queer gruff old fellow was now striving to bring her back to life—to give her back to me.

I prayed to God that he might succeed.

He drew a chair and sat beside the cold inanimate form, eagerly watching the effects of the drug he had administered. From time to time he grunted in dissatisfaction, and I could see that he was extremely dubious regarding the result. I wondered of what the injection was composed, for the drugs on mingling turned a pale blue, yet so intent was he in watching that I dare not disturb him.

Her ladyship stood near, her dark eyes framed by the white agitated countenance fixed immovably upon us.

Hofer glanced at his cheap metal watch, and grunting crossed to the table and mixed a second injection, grumbling all the time at the inferior quality of my hypodermic syringe. So rough, unpolished in manner and unparrying in criticism was he that her ladyship drew back from him in fear.

The second injection proved of as little avail as the first, and from the great man's grave expression I began to fear the worst. No sign of life asserted itself. To all appearance my beloved had passed away.

Suddenly he rose, and turning to her ladyship, said in broken English:

"Now, madam, you will tell me, please, how this occurred."

"I do not know," Doctor Colkirk had told you all I know about it."

"But just as Doctor Hofer entered you were telling me about something mysterious that had happened here. What was that?"

She pursed her lips for a moment, and glanced quickly at the old German.

"It is a most serious thing; I can't make it out. There is some mystery in the morning room."

"Ah!" exclaimed Hofer, with a grunt. "A mystery! The symptoms of this lady are in themselves mysterious. Please explain the mystery of the morning room."

"What?" she answered. "When I entered after the departure of the visitor and discovered my cousin lying on the floor unconscious, I was quite well, but when I left I experienced a most curious sensation, just as though all my limbs were benumbed. I, too, almost lost consciousness while in the cab in search of Doctor Colkirk. But the most curious part of the affair is that my maid and the housemaid, who rushed in when I raised the alarm, experienced the very same sensation. It was as though we were struck by an icy hand—the Hand of Death."

"There is certainly something very uncanny about this," I observed, puzzled.

"To me it seems as though poor Beryl was struck down in the same way as myself."

"But you say that you felt nothing on entering. Only when leaving?" inquired Hofer, his eyes seeming to grow larger behind his great glasses.

"Only when leaving," she assured him.

"Strange!" he ejaculated. "Let us see the room. We may perhaps obtain a clue to this mysterious ailment from which your cousin is suffering."

"But she is not dead?" I asked in doubt.

"No," he responded. "The last injection must be given time to take effect. We can only hope for the best."

"But the electric battery?" I suggested.

"Could we not try that?" he responded.

"Useless, my dear friend," he responded. "It would kill her. Let us see the room of mystery."

The baronet's wife conducted us along the hall to the further end, where she opened the door, herself drawing back.

"What?" I inquired. "You fear to enter?"

"Yes," she faltered. "I will remain here."

"Very well," he will go in. I laughed; for she seemed so absurd that both Hofer and myself put it down to her excited imagination.

What ill-effect could the mere entry into a room have upon the human system providing there were no foul gases? Therefore, we both went forward, sniffing suspiciously, and, walking to the window, opened it widely.

The half-drawn lights in the electricol illuminated the place brightly, revealing a fine hand-some room furnished with taste and comfort. On looking round we certainly saw nothing to account for the extraordinary phenomena as described by the trembling woman who stood upon the mat outside.

While we made a careful examination of the place in which my love had met her strange visitor the door, creaking horribly, swung slowly to, as doors often will when badly hung.

Hofer examined the floor carefully, seeking to discover whether the unknown woman in black had dropped anything that might give a clue to her identity, while I searched the chairs for a possible purpose. We, however, found nothing.

What I wondered was, where the woman who had been before us, the woman whose very name had been uttered by that miscreant with bated breath—La Gioia?

With her ladyship standing in the hall watching us, we searched high and low. Neither of us felt any curious sensation, and I began to think that the story was merely concocted in order to add mystery to Beryl's unique seizure. Yet from that woman's face it was nevertheless evident that she stood there in fear lest some evil should befall us.

"Do you experience any queer feeling?" she inquired of us at last.

"None whatever," I responded.

"It is only on leaving," she replied.

"Very well," I answered with a laugh, scouting the idea, and then boldly passing out into the hall.

"Good Heavens!" I gasped a few seconds later, almost as soon as I reached her side.

"What?" she asked.

"I have been struck by the same sensation as myself."

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"What?" she asked.

"I have been struck by the same sensation as myself."

Hofer! Come here quickly. There's something devilish uncanny in this. I've never felt like this before.

The old German dashed out of the room, and was in an instant beside me.

"How do you feel?" he inquired.

I heard his voice, but it sounded like that of someone speaking in the far distance. The shock was just as though an iron hand had struck me as I had emerged from the hall. I was cold from head to foot, shivering violently, while my lower limbs became so benumbed that I could not feel my feet.

I must have reeled, for Hofer in alarm caught me in his arms and steadied me.

"Toll me—what are your symptoms?"

"I'm cold," I answered, my voice trembling, and my teeth chattering violently.

He seized my wrist, and his great fingers closed upon it.

"Ach!" he cried in genuine alarm. "Your pulse is falling. And your eyes!" he added, looking into them. "You are cold—your legs are rigid—you have the same symptoms, exactly the same, as the young lady."

"And you?" I gasped. "Do you feel nothing?"

"Nothing yet," he responded. "Nothing."

"But what is it?" I cried in desperation.

"The feeling is truly as though the Angel of Death had passed and struck me down. Cannot you give me something, Hofer? Give me something—before I lose all consciousness!"

The woman near me stood rooted to the spot in absolute terror while the old German placed me upon an oak settle in the hall, and ran along to the boudoir, returning with the syringe filled with the same injection which he had administered to my love. This he gave me in the arm; then stood by breathlessly anxious as to the result.

The feelings I experienced during the ten minutes that followed are indescribable. I can only compare them to the excruciating agony of being slowly frozen to death.

Through it all I saw Hofer's great fleshy face with the big spectacles peering into mine. I tried to speak, but could not. I tried to raise my hand to make signs, but my muscles had suddenly become paralysed. Truly the mystery of that room was an uncanny one.

It ran through my mind that the house being lit by electric light, and any person leaving the place received a paralysing shock. This theory was, however, completely negatived by my symptoms, which were not in any way similar to those consequent on electric shock.

Hofer looked anxiously at his watch; then, after a lapse of a few minutes, gave me a second injection, which rendered me a trifle easier. I could detect by his manner and his grunts that he was utterly confounded. He, who had entered the world story, like myself, was now convinced that some strange, unaccountable mystery was connected with that room.

To enter apparently produced no ill effect. But to leave brought swiftly and surely upon the fatal intruder the icy touch of death.

I had laughed the thing to scorn, yet within a few seconds had myself fallen a victim.

Some deep, inscrutable mystery was there, but what it was neither of us could tell.

(To be continued.)

NOTICE TO CONSIGNEES

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"BAYERN."

OF THE NORDEUTSCHER LLOYD.

The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 23rd October, and THURSDAY, the 25th October, at 9.30 A.M.

All claims must reach us before the 23rd October, or they will not be recognised.

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Bills of Lading will be countersigned by the undersigned.

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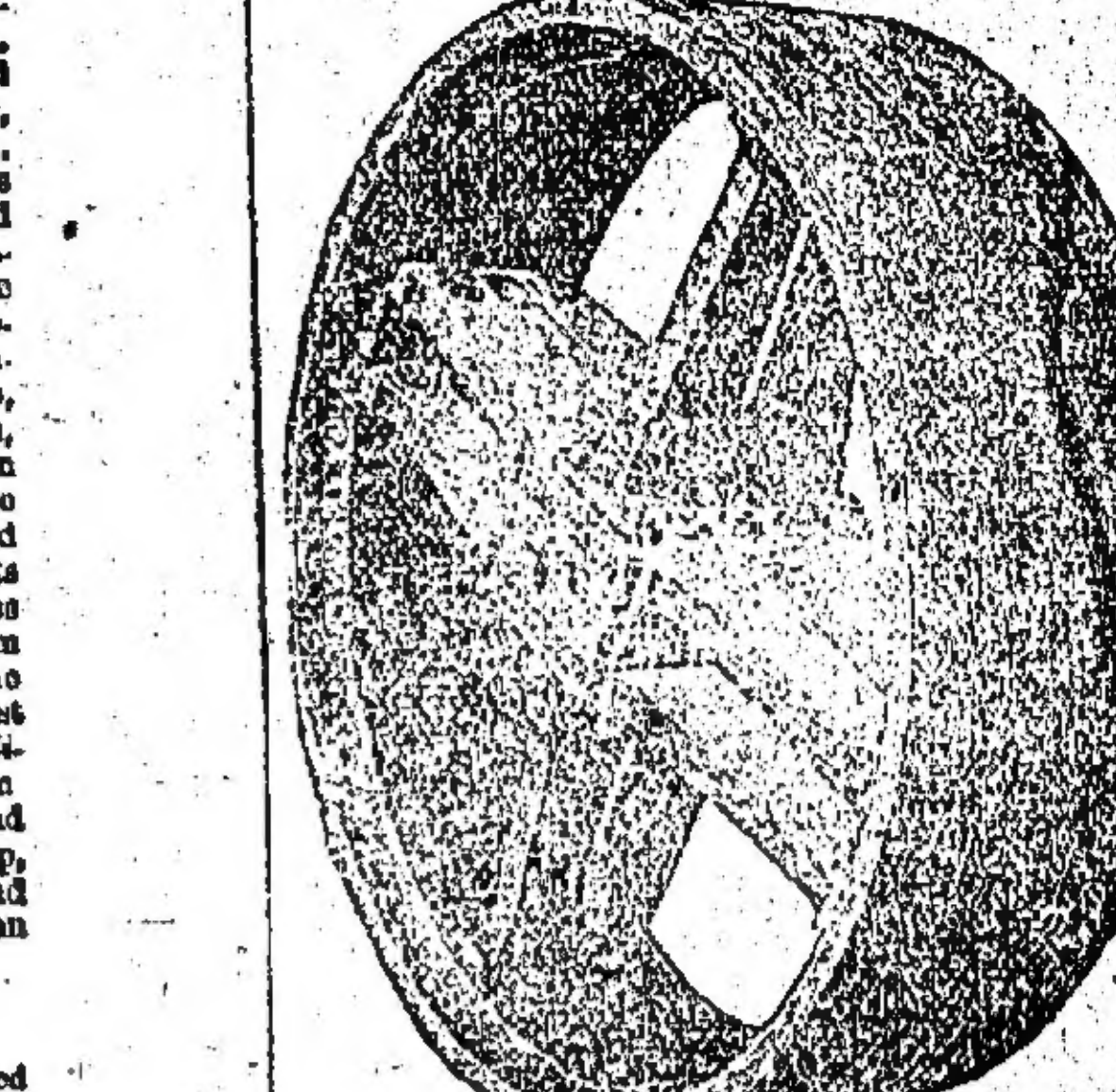
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It is a real specific for Gout and Rheumatic pains. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitutions of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

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My especially as I have a family of eight children, and my leg measured 18 in. round against 14 in. the other, and part of my work I have done on my knee. The matter coming from my leg was as black as soot, but it has now completely healed up, and I am out of agony. I am a thing not known to me for the past eight years. I cannot say I think my case a marvellous one. I commenced taking 'Clarke's Blood Mixture' in July, 1899, and the cost has been one small bottle to try the effect, first, and finding the proper remedy, then ten large ones, also a few pots of the salve, and my leg got off. I have spent pounds in other remedies, but they have been no good to me. I shall be pleased to answer any questions, and afflicted brothers and sisters can see my leg for themselves. You can make any use of this letter for the public good."

81, Mark Lane, St. John's-road, Upper Holloway, London, N., May 25, 1899.

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A. CUNNINGHAM, Manager.

Hongkong, 4th October, 1900.

2537

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2537

2537

2537

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LONDON VIA SUEZ CANAL.	IDOMENEUS	Brit. str.	—	Riley	BUTTERFIELD & SWIRE	On 30th inst.
LONDON	BOMBAY	Brit. str.	—	G. W. Montford, R.N.R.	P. & O. S. N. Co.	On or about 1st Nov.
LONDON VIA SUEZ CANAL.	AGAMEMNON	Brit. str.	—	Nish	BUTTERFIELD & SWIRE	On 13th Nov.
LONDON VIA SUEZ CANAL.	AXA	Brit. str.	—	Satt	BUTTERFIELD & SWIRE	On 27th Nov.
LIVERPOOL DIRECT	ANTALUS	Brit. str.	—	Gregory	BUTTERFIELD & SWIRE	On 17th Nov.
BREMEN VIA PORTS OF CALL.	OLDBURG	Ger. str.	—	H. Payer	MELCHERS & CO.	On 31st inst., at Noon.
MARSEILLES & LONDON.	LAOS	Fren. str.	—	A. W. Symes, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
MARSEILLES & LONDON DIRECT.	LAOS	Fren. str.	—	Flamin	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, Y. SPORE, &c.	SANUKI MARU	Jap. str.	—	F. J. Cole	P. & O. S. N. Co.	On 2nd Nov., at Daylight.
HAVRE & HAMBURG	BAMBERG	Ger. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 23rd inst.
HAVRE & HAMBURG	SARNIA	Ger. str.	—	Jacobs	CARLOWITZ & CO.	On or about 2nd Nov.
HAVRE & HAMBURG	SARVIA	Ger. str.	—	Schlaefke	CARLOWITZ & CO.	On or about 18th Nov.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Forek	CARLOWITZ & CO.	On or about 2nd Dec.
NEW YORK VIA SUEZ CANAL.	ANAPA	Brit. str.	—	A. Wagner	SHEWAN, TOMES & CO.	On or about 27th inst.
VANCOUVER VIA SHANGHAI &c.	EMPEROR OF CHINA	Brit. str.	—	R. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C. &c. VIA SHANGHAI &c.	INDUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 19th Nov.
PORTLAND, OREGON VIA JAPAN	BRAMMAR	Brit. str.	—	W. Watt	DODWELL & CO., LIMITED	On or about 25th inst.
SAN FRANCISCO VIA AMOY &c.	MONMOUTHSHIRE	Brit. str.	—	Kenady	T. M. STEVENSON & CO.	On 23rd inst., at Noon.
SAN FRANCISCO VIA SHANGHAI &c.	DORIS	Brit. str.	—	J. O. S. S. Co.	TOYO KISEN KAISHA	On 30th inst.
SAN DIEGO, &c. VIA SHANGHAI &c.	NIPPON MARU	Jap. str.	—	Robson	PACIFIC MAIL S. S. CO.	On 8th Nov., at Noon.
AUSTRALIAN PORTS	CITY OF RIO DE JANEIRO	Amr. str.	—	McArthur	BUTTERFIELD & SWIRE	On 20th Nov.
AUSTRALIAN PORTS	CHARLES CITY	Brit. str.	—	Gibb, Livingston & Co.	BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
AUSTRALIAN PORTS	GUINRIE	Brit. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
MOJI & KOBE	YAWATA MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	On 12th Nov., at Noon.
MOJI & KOBE	CHANGSHA	Brit. str.	—	Chaplin	DODWELL & CO., LIMITED	To-morrow, at Daylight.
MOJI & KOBE	ENERGIA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd inst.
MOJI & KOBE	CHANGSHA	Brit. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.
MOJI & KOBE	INABA MARU	Jap. str.	—	S. Yoshizawa	NIPPON YUSEN KAISHA	On 4th Nov., at Daylight.
MOJI & KOBE	HIROSHIMA MARU	Jap. str.	—	Vaquier	MESSAGERIES MARITIMES	On or about 23rd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOKIN	Fren. str.	—	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI & JAPAN	ANTON	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI	COMMANDEL	Brit. str.	—	Robson	DOUGLAS LARPAK & CO.	To-day, at 4 P.M.
SWATOW	THALES	Brit. str.	—	K. Hasegawa	MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAMSUI	TANSUI MARU	Jap. str.	—	S. Atsumi	MITSUBI BUSSAN KAISHA	On 31st inst., at Daylight.
SWATOW, AMOY & TAMSUI	ANPING MARU	Jap. str.	—	K. Suzuki	MITSUBI BUSSAN KAISHA	On 24th inst.
FOOCHOW VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—	Moore	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
AMOY & MANILA	SUNGKIANG	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
MANILA VIA AMOY	YUENSIANG	Brit. str.	—	Rolfe	JARDINE, MATHESON & CO.	On 23rd inst., at 4 P.M.
MANILA VIA AMOY	MEMMUIR	Brit. str.	—	R. W. Almond	SHEWAN, TOMES & CO.	On 23rd inst., at 5 P.M.
MANILA DIRECT	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
MANILA	KAIFONG	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
MANILA, CEBU & ILOILO	CHANGSHA	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 23rd Nov., at Noon.
MANILA	MAVSANG	Brit. str.	—	R. Cox	JARDINE, MATHESON & CO.	On 24th inst., at Noon.
SAMARANG & SOERABAYA	SHANTUNG	Brit. str.	—	Quill	BUTTERFIELD & SWIRE	On 23rd inst.

## SHIPPING.

**ARRIVALS.**  
Oct. 18, HELIOS, Norwegian str., 832, Eitrem, Saigon 11th October, General.—East Asiatic Trading Co.  
Oct. 19, DON JUAN DE AUSTRIA, American grabout, J. C. McLean, Canton 18th October.  
Oct. 19, CANDIA, British str., 6482, A. W. Symes, Fochow 17th Oct., General.—P. & O. S. N. Co.  
Oct. 19, ASTORIA, German str., 3,319, Th. Hildebrandt, Amoy 18th October, General.—C. A. L. & Co.  
Oct. 19, SILEZIA, Austrian steamer, 3,340, P. Crapetto, Trieste 24th Sept., General.—SANDER, WIELER & Co.  
Oct. 19, ELSE, German str., 900, J. Peterson, Manila 15th Oct., Ballast.—JENSEN & Co.  
Oct. 19, SULLBERG, German str., 782, J. Jessen, Manila 15th Oct., Ballast.—SIEMSEN & Co.  
Oct. 19, GLENGARRY, British str., 1,842, Frank Judge, Moji 13th Oct., Coals.—McGREGOR BROS. & GOV.  
Oct. 19, THALES, British str., 820, Robson, Swatow 18th Oct., General.—DOUGLAS LARPAK & CO.  
Oct. 19, TAIKOO, British str., 1,544, Wildo, Canton 19th Oct., General.—JARDINE, MATHESON & CO.  
Oct. 19, HAILONG, British steamer, 783, R. Bathurst, Haiphong 17th Oct., Rice.—DOUGLAS LARPAK & CO.  
Oct. 19, HAILAN, French str., 377, M. Morlees, Pakhoi and Hoihow 18th Oct., General.—A. R. MARTY.  
Oct. 19, HOIHOW, British str., 806, Dawson, Newchwang 11th Oct. and Chofoo 13th, Beans and General.—BUTTERFIELD & SWIRE.  
Oct. 19, TUBER, Norwegian str., 2,116, Wold, Kutchinotsu 14th October, Coals.—M. B. KAISHA.

## CLEARANCES.

At the Harbour Master's Office.  
19th October.  
Serbia, German str., for Singapore.  
Astoria, German str., for Singapore.  
Sungking, British str., for Amoy.  
Tamsui Maru, Japanese str., for Singapore.  
Leycester, German str., for Shanghai.  
Canton, British str., for Swatow.

## DEPARTURES.

Oct. 18, BAYERN, German str., for Shanghai.  
Oct. 19, ELEKTRA, Austrian transport, for Port Arthur.  
Oct. 19, SABANAG, Amr. bark, for New York.  
Oct. 19, M. BACQUEM, Aust. str., for Trieste.  
Oct. 19, HAZRO, French str., for Hoihow.  
Oct. 19, JACOB DIEZELHENSEN, Ger. str., for Haiphong.  
Oct. 19, TANBA MARU, Jap. str., for London.  
Oct. 19, LYREMOON, German str., for Shanghai.  
Oct. 19, CANTON, British str., for Swatow.  
Oct. 19, MOHAWK, British cruiser, for Shanghai.

## VESSELS IN DOCK.

ABERDEEN DOCKS.—U.S.S. Monterey, Canton, Canton River, Adamastor, Gwalior, Elita, Nossack, Don Juan de Austria, Lika, COSMOPOLITAN DOCK.—Stanfield, Loosok.

## SHIPPING REPORTS.

The British steamer *Hailong*, from Haiphong 17th Oct., had fresh easterly gale and high sea. The British steamer *Hoihow*, from Newchwang 11th Oct. and Chofoo 13th, had strong N.E. monsoon throughout. All quiet at Newchwang when steamer left. The British steamer *Thales*, from Swatow 18th Oct., had fresh to moderate N.E. winds and fine weather. Vessels in Swatow—*Whampoa*, *Tung-choi*, *Daybreak* and German cruiser *Bussard*.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—  
STATE OF MAINE, American ship, Colcord.—Standard Oil Co.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"TOMKIN".  
Captain Vaquer, will be despatched for the above ports on or about TUESDAY, the 23rd inst., instead of as previously notified.

For Freight or Passage, apply to  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 20th October, 1900. [2]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR AMOY AND MANILA.  
THE Company's Steamship

"SUNGKIANG".  
Captain Moore, will be despatched as above TO-DAY, the 20th inst., at 10 A.M.

For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th October, 1900. [2564]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.  
THE Company's Steamship

"SUNGKIANG".  
Captain Moore, will be despatched as above TO-DAY, the 20th inst., at 10 A.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th October, 1900. [2598]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.  
THE Company's Steamship

"TAMSUI MARU".  
Captain K. Hasegawa, will be despatched for the above ports TO-MORROW, the 21st inst., at DAYLIGHT.

For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA,  
Agents.  
Hongkong, 15th October, 1900. [15]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR BATAVIA, SAIGON, SINGAPORE, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 22nd October, 1900, at 1 P.M., the Company's Steamship "LAOS", Captain Flamin, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES, ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 21st October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 9th October, 1900. [2]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.  
THE Company's Steamship

"MENMUIR".  
Captain R. W. Almond, will be despatched as above on TUESDAY, the 23rd inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A doctor is carried.  
For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 17th October, 1900. [2576]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR MARSEILLES AND LONDON  
STEAMERS TO SAIL ON  
REMARKS.

CANDIA { A. W. Symes, R.N.R. } Daylight, 21st Oct. } Freight only.

SHANGHAI { COROMANDEL } About 26th } Freight or Passage.

SHANGHAI AND JAPAN { C.F. Lockstone, R.N.R. } About 26th } Freight or Passage.

MARSEILLES AND LONDON DIRECT { F. J. Cole } Noon, 27th } See Special Advertisement.

LONDON { BOMBAY } About 1st } Freight or Passage.

For Further Particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 3rd October, 1900. [1]

HAMBURG-AMERIKA LINIE  
(FREIGHT SERVICE).

NORDDEUTSCHER LLOYD  
(FREIGHT SERVICE).

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

BAMBERG { HAVRE & HAMBURG } On 23rd } Freight.

\* SARNIA { HAVRE & HAMBURG } About 2nd } Freight and Passage.

SUEVIA { HAVRE & HAMBURG } About 18th } Freight.

AMBRIA { HAVRE & HAMBURG } About 2nd } Freight.

\* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to  
CARLOWITZ & CO.,  
AGENTS.  
HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.  
Hongkong, 11th October, 1900. [13]

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

"EMPEROR OF CHINA". Comdr. R. Archibald, R.N.R. WEDNESDAY, 24th Oct., 1900.

"EMPEROR OF INDIA". Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 21st Nov., 1900.

"EMPEROR OF JAPAN". Comdr. H. Pybus, R.N.R. WEDNESDAY, 19th Dec., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route enhance its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Fideler Street.  
Hongkong, 29th September, 1900.

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

OLDENBURG { HAMBURG } 31st October.

BAYERN { HAMBURG } 14th November.

STUTTGART { HAMBURG } 28th November.

KONIG ALBERT { HAMBURG } 12th December.

PRINZ HEINRICH { HAMBURG } 26th December.

PREUSSEN { HAMBURG } 9th January, 1901.

HAMBURG (Hamburg-America Linie) { HAMBURG } 23rd January, 1901.

SACHSEN { HAMBURG } 6th February, 1901.

KLAUSCHOU (Hamburg-America Linie) { HAMBURG } 20th February, 1901.

ON WEDNESDAY, the 31st day of October, 1900, at Noon, the Steamship "OLDENBURG", of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 30th October. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 30th October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 30th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
AGENTS.  
Hongkong, 18th October, 1900. [8]

NIPPON YUSEN KAISHA  
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

INABA MARU { KOBE and YOKOHAMA } FRIDAY, 26th Oct., at DAYLIGHT.

YAWATA MARU { SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE } FRIDAY, 26th Oct., at 4 P.M.

INDUMI MARU { VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA } SATURDAY, 27th Oct., at 4 P.M.

SANUKI MARU { MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID } FRIDAY, 2nd Nov., at DAYLIGHT.

HIROSHIMA MARU { MOJI, KOBE and YOKOHAMA } SUNDAY, 4th Nov., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chester Road.

A. S. MIHARA,  
Manager.  
Hongkong, 18th October, 1900. [12]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

BRAMMAR 3,601 W. Watt



## VESSELS ON THE BERTH

FOR WUCHOW VIA KAMOHUK, SAM-SUI, SIWHING AND TAKHUNG.

## THE Company's Steamship

"KWAILUM."  
Captain D. Bowie, will be despatched for the above ports on MONDAY, the 22nd inst., at 5 P.M.  
For Freight or Passage, apply to  
KAI HING & CO.,  
48, Praya West.  
Hongkong, 20th October, 1900. [2691]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.  
VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at NOON.  
GORTON (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at NOON.  
GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at NOON.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 23rd October, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 19th October, 1900. [2692]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR KOBE

## THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched as above on TUESDAY, the 23rd October.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2585]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SANDAKAN

## THE Company's Steamship

"MAUSANG."  
Captain E. Cox, will be despatched for the above port on WEDNESDAY, the 24th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 17th October, 1900. [2677]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

## THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 12th November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the Eastern and Australian S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2586]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA

## THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2587]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA

## THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2588]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA

## THE Company's Steamship

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Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2589]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA

## THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2590]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA

## THE Company's Steamship

"CHANGSHA."  
Captain Moore, will be despatched as above on MONDAY, the 23rd November, at Noon.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 5th October, 1900. [2591]

## VESSELS ON THE BERTH

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR SAMARANG AND SOERABAYA

## THE Company's Steamship

"SHANTUNG."  
Captain Quail, will be despatched as above on TUESDAY, the 23rd instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 13th October, 1900. [2647]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA VIA AMOY.

## THE Company's Steamship

"YUENSANG."  
Captain Rolfe, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.  
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 19th October, 1900. [2689]

## FOR PORTLAND (OREGON) VIA JAPAN

## THE Company's Steamship

(Booking Cargo for San Francisco and OVERLAND POINTS).  
"MONMOUTHSHIRE."  
Captain Kennedy, will be despatched on or about the 25th inst.  
For Freight or Passage, apply to  
T. M. STEVENS & CO.,  
Agents.  
Hongkong, 20th October, 1900. [2570]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
"GUTHRIE."  
Captain McArthur, will be despatched for the above ports on FRIDAY, the 28th inst., at DAYLIGHT.  
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 5th October, 1900. [2593]

## TOYO KISEN KAISHA.

## TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, at NOON.  
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, at NOON.  
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, at NOON.

## THE Two-Screw Steamship

## "NIPPON MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON TUESDAY, the 30th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 24 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 15th October, 1900. [2694]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.  
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.  
S.S. "CARLISLE CITY" ..... On 20th Nov. 3,002 Tons.....

## THE Steamship "CARLISLE CITY"

will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJIL, KOBE, YOKOHAMA AND HONOLULU ON TUESDAY, the 20th November.

Through Bills of Lading issued to any point in the United States.  
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.  
Hongkong, 8th October, 1900. [2595]

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

## THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

## THE Company's Steamship

"MALTA."  
Captain F. J. Cole, carrying Her Majesty's Mails, will be despatched from this for Marseilles and London direct on SATURDAY, the 27th October, at Noon, taking passengers and cargo for the above ports.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
A. M. MARSHALL,  
Acting Superintendent.  
Hongkong, 16th October, 1900. [1]

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, at NOON.  
CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, at NOON.  
CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at NOON.

## THE Company's Steamship

## "CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON THURSDAY, the 8th November, at Noon.

## VESSELS ON THE BERTH

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

"AKASHI MARU."  
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 24th inst.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 11th October, 1900. [2524]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Screw Steamship

"YAWATA MARU."  
(3,820 tons gross, Captain A. E. Moses, will be despatched for the above port on FRIDAY, the 28th instant, at 4 P.M.  
This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.  
Return tickets issued by this Company are available for return by Steamers of the other Lines.  
For Freight or Passage, apply to  
A. S. MIHARA, Manager.  
Hongkong, 17th October, 1900. [2675]

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

## FOR NEW YORK VIA SUEZ CANAL.

"ANAPA"  
will be despatched for the above port on or about the 27th October, 1900.  
For Freight, apply to  
SHEWAN, TOMES & CO., Agents.  
Hongkong, 16th October, 1900. [2497]

## CHINA NAVIGATION COMPANY, LIMITED.

## FOR MANILA, CEBU AND ILOILO.

## THE Company's Steamship

"KAIFONG."  
Captain Pennefather, will be despatched for the above ports on SATURDAY, the 27th inst., at 4 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.  
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.  
For Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 15th October, 1900. [2658]

## THE OSAKA SHOSHEN KAISHA, LIMITED.

## FOR SWATOW, AMOY, AND TAIWANFOO.

## THE Company's Steamship

"ANPING MARU."  
Captain S. Atsuni, will be despatched for the above ports on WEDNESDAY, the 31st inst., at DAYLIGHT.  
For Freight or Passage, apply to  
THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 17th October, 1900. [1443]

## OCEAN STEAMSHIP COMPANY.

## FOR LONDON VIA SUEZ CANAL.

## THE Company's Steamship

"AJAX."  
Captain Batt, will be despatched as above on TUESDAY, the 27th November.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th October, 1900. [2688]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA and SAILINGS FROM CALCUTTA FOR CAYE PORTS every fortnight.  
For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## NOW READY.

## THE PROVINCE OF SHANTUNG.

## ITS TRADE, POPULATION AND FUTURE PROSPECTS.

BY M. O'S.  
Reprinted from the "HONGKONG DAILY PRESS" Price, 50 cents Cash. Messrs. Kelly & Walsh or Daily Press Office.  
Hongkong, 31st January, 1900. 88

## CHUNG NGOI SAN PO

## (Chinese Daily Press).

PUBLISHED DAILY, is the oldest and still immeasurably the best medium for Advertising among the Native Community.  
Established for nearly FORTY YEARS, circulates largely throughout Southern China, Indo-China, etc.  
Terms for Advertising (Translations free) can be obtained at the Office, 14, Des Voeux Road Central, Hongkong, 131, Fleet Street, London; or from the different Agents.  
Documents translated from or into Chinese or Colloquial Chinese.

## FOR SALE.

## MAP OF THE SIKIANG OR WEST RIVER.

From Hongkong to WUHOW, Showing the Ports and Calling Places. Opened to Foreign Trade, 1887. Published at Daily Press Office. Price 25 cents, Cash.  
Hongkong, 1st April, 1897. [84]

## NOW READY.

## BOUND VOLUMES OF THE HONGKONG WEEKLY PRESS.

JANUARY to JUNE, 1900. With INDEX. Price \$7.50.  
Hongkong Daily Press Office.  
Hongkong, 3rd July, 1900. [1887]

## HONGKONG BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

PAUL BREWITT,  
2, Zetland Street, Auctioneer, Appraiser and Commission Agent.

## HUGHES &amp; HOUGH.

Auctioneers to the Government, and Share and General Brokers, corner Ice House Street and Praya Central.

## V. I. REMEDIOS.

Auctioneer, Appraiser and Agent, 8, Queen's Road Central.

## BOARD AND LODGING

## THE WESTERN HOTEL.

Excellent Accommodation, \$2.50 per day. 90 and 92, Queen's Road West.

## BOOKBINDING

"DAILY PRESS" OFFICE.  
The only office in China having European taught workmen. Equal to Home Work.

## BOOKSELLERS AND STATIONERS

## W. BREWER &amp; CO.

Printers, Bookbinders and Account Book Manufacturers, 23 and 25, Queen's Road (under Hongkong Hotel).

## BUILDERS

KANG ON,  
Contractor, 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.  
Mechanics engaged, Estimates given.

## CHEMISTS, DRUGGISTS, &amp;c.

## THE PHARMACY.

10, Queen's Road Central. Family and Dispensing Chemists, Wines, Spirits and Cigars.

## THE VICTORIA DISPENSARY.

Chemists and Druggists, High-class Assorted Waters, Dealers in Photographic Requisites, Queen's Road.

## WATKINS, L.D. APOTHECARIES' HALL, 66, Queen's Road Central, Cigars, Assorted Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

## KURN &amp; KOMOR.

Fine Art Japanese and Chinese Curios, 21 and 23, Queen's Road, Hongkong, Shanghai, Kobe, Yokohama.

## KWONG HING.

China Porcelain, Crockery Ware, 59a, Queen's Road Central.

## DENTISTS

## WONG HONG.

Surgeon Dentist, 50, Queen's Road Central.

## WONG TAI FONG.

Surgeon Dentist, 24, Bank Buildings, Opposite Hongkong Hotel.

## DRAPEES

## EBRAHIM ELIAS &amp; CO.

Milliners, Silk Mercers, Haberdashers. Low Prices, 37, 39, Wellington Street.

## SEE WOO.

Tailor, Draper and Outfitter, 67 and 69, Queen's Road.

## FLOUR

## SPERRY FLOUR COMPANY.

Proprietors of the following Celebrated Brands of Flour:—"Sperry's xxx," "Golden Gate," "Pioneer," "Buckeye," "Anchor," &c.  
WILLIAM WHILEY, Manager.

## FURNITURE WAREHOUSEMEN

## A CHEE &amp; CO., Established 1859.

Every Household Requisite. Depot for Eastman's Kodak Films and Accessories, 17a, Queen's Road Central.

## LI KWONG LOONG.

Cabinet-maker, Furniture Dealer, Art Decorator and Dealer, 17, Queen's Road.

## GROCERS

## THE MUTUAL STORES.

SUB-AGENTS LIPSON, L.D., 8 and



## POST OFFICE NOTICES.

**NEW YEAR PARCELS.**—Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 9th November, are due in London about the 12th December, and those posted before 3 p.m. on Friday, the 23rd November, are due in London about the 26th December. Senders of parcels are requested to post them a few days in advance.

The *Nippon Maru*, with the American Mail of the 22nd inst., left Shanghai on Thursday, the 15th inst., at 4 a.m., and may be expected here to-day.

The *Tokio*, with the French Mail of the 21st September, left Saigon to-day, the 19th inst., at 3 a.m., and may be expected here on about Tuesday, the 23rd inst. This Packet brings replies to letters despatched from Hongkong on the 18th August.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Quang Tchow Wan, Hoilow, Pakhoi, and Haiphong	Hue	Saturday, 20th, 9.00 A.M.
Shanghai	Taiwan	Saturday, 20th, 2.00 P.M.
Swatow	Hainan	Saturday, 20th, 2.00 P.M.
Moji and Kobe	Thales	Saturday, 20th, 4.00 P.M.
Singapore	Asura	Saturday, 20th, 4.00 P.M.
Hoilow and Bangkok	Demerang	Saturday, 20th, 5.00 P.M.
Singapore	Candia	Saturday, 20th, 5.00 P.M.
Swatow, Amoy and Tamsui	Kachidate Maru	Saturday, 20th, 5.00 P.M.
Swatow and Bangkok	Tamsui Maru	Saturday, 21st, 9.00 A.M.
	Choupa	Monday, 22nd, 8.00 A.M.

Europe, &c., India via Tuticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Singapore, Sourabaya and Samarang. AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Swatow, Amoy and Tamsui. SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C. (Supplementary mail on board up to the time fixed for departure of the mail. Extra postage 10 cents.)

Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. EUROPE, &c., India via Tuticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. EUROPE, &c., India via Tuticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

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Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne. EUROPE, &c., India via Tuticorin. (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)

## TO-DAY.

Sale, Cloth, etc., Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.  
Practice Shoot, Hongkong Rifle Association, 3 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

FRIDAY, 19th October.

ON LONDON.—	Telegraphic Transfer	201½
	Bank Bills, on demand	211
	Bank Bills, at 30 days sight	211½
	Bank Bills, at 4 months sight	212
	Credits, at 4 months sight	212½
	Documentary Bills, 4 months sight	212½
ON PARIS.—	Bank Bills, on demand	261½
	Credits, at 4 months sight	267
ON GERMANY.—	On demand	213
ON NEW YORK.—	Bank Bills, on demand	50½
	Credits, 60 days sight	51½
ON BOMBAY.—	Telegraphic Transfer	156
	Bank, on demand	156½
ON CALCUTTA.—	Telegraphic Transfer	156
	Bank, on demand	156½
ON SHANGHAI.—	Bank, at sight	71½
	Private, 30 days sight	72½
ON YOKOHAMA.—	On demand	14 p.c. dis.
ON MANILA.—	On demand	1 p.c. pm.
ON SINGAPORE.—	On demand	14 p.c. pm.
ON BATAVIA.—	On demand	124½
ON HONGKONG.—	On demand	2 p.c. pm.
ON SAIGON.—	On demand	14 p.c. pm.
ON BANGKOK.—	On demand	60
SOVEREIGNS, Bank's Buying Rate		9.60
GOLD LEAF, 100 fine, per tael		50.50
BANK SILVER, per oz		294

Tacoma for Japan and Hongkong on the 16th inst.
The N. P. steamer <i>Breconshire</i> sailed from Tacoma for Japan and Hongkong on the 23rd inst.
The N. P. steamer <i>Olympia</i> sailed from Tacoma for Japan and Hongkong on the 17th inst.
The N. P. steamer <i>Tacoma</i> sailed from Tacoma for Japan and Hongkong on the 18th inst.

PASSED THE CANAL.	
OUTWARD.—	28th August.— <i>Genavret</i> , Pyrrhus, Adato, Claverley, La Champagne. 31st August.— <i>Drumgarth</i> , Maris, Uruguay. 7th September.— <i>Wittenberg</i> , Cornthamshire, Afghanistan, Tenby. 11th September.— <i>Yangtze</i> , Darmstadt, Palatinate. 14th September.— <i>Andalusia</i> , Hansa, Indrapura, Behic, Caribia, Dinan, Argonne. 18th September.— <i>Arcadia</i> , Glamorgan, Hannover, Narrung, Jency. 25th September.— <i>Ching Wo</i> , Cathness, Claverley, Nagadam, Stoltini, Wilhelmina. 28th September.— <i>Tonkin</i> , Inaba Maru, Menelaus, Normannia. 2nd October.— <i>Ambria</i> , Antenor, Banca, Canton, Indravelli, Bruckbrunn, Emilia. 5th October.— <i>Kirkfield</i> , Annam, Ulysses, Glenfarg, Anagar, Vienna. 9th October.— <i>Slutsgart</i> , Bordeaux, Richmond Maru. 12th October.— <i>Kamakura</i> Maru, Melionethshire, Aragonia. 16th October.— <i>Mastigon</i> , Solbrun, Ershewitz, F. Ferdinand. HONOLULU.—11th September.— <i>Orchida</i> , Wasasa Maru. 14th September.— <i>Mogao</i> . 5th October.— <i>Gisela</i> . 9th October.— <i>Jawa</i> , Prometheus. 12th October.— <i>Benelder</i> . 16th October.— <i>Preussen</i> .

PASSENGERS.	
ARRIVED.	

## VESSELS EXPECTED.

## THE FRENCH MAIL.

The M. M. steamer *Typhie*, with the next French mail, left Saigon at 3 a.m. this morning for this port.

## THE AMERICAN MAIL.

The T. K. K. steamer *Nippon Maru*, with mails, &c., from San Francisco to the 22nd inst., left Shanghai for this port on Thursday morning, 18th inst., at daylight.

## THE INDIAN MAIL.

The steamer *Arratoon*, from Calcutta, left Singapore for this port on Monday afternoon, the 15th inst.

## THE CANADIAN MAIL.

The C. P. R. steamer *Empress of India* left Vancouver on Monday, the 6th inst., for Hongkong via the usual ports of call.

## MERCHANT STEAMERS.

The H. A. L. steamer *Norderny*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The H. A. L. steamer *Arragonia*, from Hamburg, left Singapore for this port on the 14th inst., and may be expected here on or about the 20th inst.

The C. S. S. steamer *Ajor* left Singapore on Wednesday, the 17th inst., and is due in Hongkong on the 22nd inst.

The N. Y. K. steamer *Yawata Maru* (Australia Line) left Nagasaki for this port on the 18th inst., and is expected to arrive here on the 23rd inst.

The N. Y. K. steamer *Isaba Maru* (European Line) left Singapore for this port on the 18th inst., and is expected to arrive here on the 24th inst.

## JOINT STOCK SHARES.

COMPANY	PAID UP	QUOTATIONS.
Hongkong & S'ha.	\$125	\$177, sellers
China & Japan, ordy.	24	21.
Do, deferred	21	25.55.
Natl. Bank of China	24	26, sales & buyers
A. Shares	28	26, sellers
B. Shares	28	26, buyers
Form. Shares	28	26, sellers
Bell's Asiatic E. A.	21	21.
Campbell, Moore & Co.	210	210, sellers
China Sugar	210	210, buyers
Cotton Mills	210	210, buyers
Euro	100	100, 50.
International	100	100, 50.
Laon Kung Mow	100	100, 50.
Soyehee	100	100, 50.
Yahloong	100	100, 50.
Do, deferred	100	100, 50.
Green Island Cement	100	100, 50.
H. & C. Bakery	100	100, 50.
Hongkong & C. Gas	100	100, 50.
Hongkong Electric	100	100, 50.
H. H. L. Tramways	100	100, 50.
Hongkong Hotel	100	100, 50.
H. & K. Wharf & G.	100	100, 50.
Hongkong Rep.	100	100, 50.
H. & W. Dock	100	100, 50.
Insurance	100	100, 50.
China	100	100, 50.
China Traders	100	100, 50.
Hongkong Fire	100	100, 50.
North-China	100	100, 50.
Union	100	100, 50.
Yangtze	100	100, 50.
Hongkong Land Inv.	100	100, 50.
Humphreys Estate	100	100, 50.
Kowloon Land & B.	100	100, 50.
West Point Building	100	100, 50.
Luzon Sugar	100	100, 50.
Mining	100	100, 50.
Charbonnages	100	100, 50.
Do, deferred	100	100, 50.
Do, Preference	100	100, 50.
Do, 40 cents	100	100, 50.
Queen's Mines L.	100	100, 50.
Oliver's Mines L.	100	100, 50.
Do, B.	100	100, 50.
Panjoon	100	100, 50.
Do, Preference	100	100, 50.
Rauls	100	100, 50.
New Amoy Dock	100	100, 50.
Oriente Hotel Co., Ltd.	100	100, 50.
Steamship Coys.	100	100, 50.
China and Manila	100	100, 50.
China Mutual Pref.	100	100, 50.
China Ordinary	100	100, 50.
Do	100	100, 50.
Douglas Steamship	100	100, 50.
H. Canton and M.	100	100, 50.
Indo-China S. N.	100	100, 50.
Shell Transport and T.	100	100, 50.
Trading Co., Ltd.	100	100, 50.
Star Ferry	100	100, 50.
United Planting Co.	100	100, 50.
United Asbestos	100	100, 50.
Do	100	100, 50.
Wanchai Warehouse	100	100, 50.
Watkins, Ltd.	100	100, 50.
Watson & Co., A. S.	100	100, 50.
Universal Trading	100	100, 50.
Co., Ltd.	100	100, 50.
Cigar Companies	100	100, 50.
Alhambra, Limited	100	100, 50.
La Commercial, Ltd.	100	100, 50.
Honians, Limited	100	100, 50.
La Favorita, Ltd.	100	100, 50.

J. Y. V. VERNON, Broker.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 18th October, P.M.

STATION.	Hour.	Bar.	Therm.	Humid.	Wind.	Weather.
Vivostock	2 p.	30.11	—	—	—	—
Kochi	—	30.34	—	—	—	—
Nagasaki	—	30.27	—	—	—	—
Kagoshima	—	30.23	—	—	—	—
Tanaka	1 p.	30.10	—	—	—	—
Kishu	—	30.04	—	—	—	—
Kanai	—	30.06	—	—	—	—
Kanai	—	30.06	—	—	—	—
Pescadore	—	30.06	—	—	—	—
Gatun	3 p.	30.23	73	77	SE 4	h v
Swatow	—	30.09	71	76	SE 3	b
Canton	—	30.06	70	77	E 5	b
Hongkong	4 p.	30.06	70	77	E 5	b
Yokohama	—	30.03	—	—	—	—
Shanghai	—	30.03	—	—	—	—
Manila	4 p.	29.98	90	90	SW 1	c
Malacca	3 p.	—	—	—	—	—
Calcutta	—	29.83	53	—	—	—
Cebu	—	29.86	—	—	—	—
C. S. James	—	—	—	—	—	—

19th OCTOBER, A.M.

Vivostock	10 a.	—	—	—	—	—
Kochi	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—
Tanaka	6 a.	30.10	—	—	—	—
Kishu	—	30.03	—	—	—	—
Kanai	—	30.03	—	—	—	—
Kanai	—	30.03	—	—	—	—
Pescadore	—	30.03	—	—	—	—
Gatun	10 a.	30.21	70	75	SE 1	cv
Swatow	—	30.11	71	76	SE 1	c
Canton	—	30.08	70	77	E 2	b
Hongkong	10 a.	30.08	70	77	E 2	b
Yokohama	—	30.05	—	—	—	—
Shanghai	—	30.05	—	—	—	—
Manila	10 a.	29.92	94	77	SW 1	c
Malacca	—	—	—	—	—	—
Calcutta	—	29.87	52	—	—	—
Cebu	—	29.95	—	—	—	—
C. S. James	—	—	—	—	—	—

On the 19th at 11.00 a.m. the barometer has fallen moderately on the coast of China, and slightly on the coast of the Philippines. The high pressure area is probably central over the Japan and pressure is low, apparently, in the extreme North of China. Moderate monsoon in S. China from Monsoon in the N. part of the China Sea. Forecast—E to S. winds, moderate; fine.

## HONGKONG REGISTER.

Barometer	Therm.	Humid.	Direction of Wind	Force of Wind	State of Sky	Remarks
81.0	70	70	E	2	b	—
81.0	70	70	E	2	b	—
81.0	70	70	E	2	b	—
81.0	70	70	E	2	b	—

Highest open air temperature on the 19th 77° F. Lowest open air temperature on the 19th 62° F. Hongkong Observatory, 19th October.

## HONGKONG TIDE TABLE.

20th to the 20th October, 1900.

High Water	Low Water
Mean Time	Mean Time
Sal. 20 m. 6.57	3.10
Sun. 21 m. 7.40	4.00
Mon. 22 m. 8.29	4.40
Tues. 23 m. 9.20	5.20
Wed. 24 m. 10.12	6.00
Thurs. 25 m. 11.05	6.40
Fri. 26 m. 12.01	7.20

## VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. J. H. Aitchison	Mr. E. M. Kinch
Mr. S. M. Kinch	Mr. S. M. Kinch
Major H. S. King, R.E.	Major H. S. King, R.E.
Mr. W. S. Bailey	Mr. H. R. Lewis
Mr. A. W. Barrett	Mr. S. J. Robinson
Mr. F. G. A. Baringer	Mr. F. G. A. Baringer
Dr. A. Bovan	Mr. F. G. A. Baringer
Mr. Black	Mr. F. G. A. Baringer
Mr. E. Bonner	Mr. F. G. A. Baringer
Mr. M. Bridges	Mr. F. G. A. Baringer
Capt. Brogren, R.A.M.C.	Mr. F. G. A. Baringer
Capt. & Mrs. Bruce	Mr. F. G. A. Baringer
Mr. C. H. Buck	Mr. F. G. A. Baringer
Mr. C. M. G. Burnie	Mr. F. G. A. Baringer
Mr. W. J. Calvert	Mr. F. G. A. Baringer
Mr. D. H. Cameron	Mr. F. G. A. Baringer
Mr. W. W. Clark	Mr. F. G. A. Baringer
Mr. Chas. A. Clark	Mr. F. G. A. Baringer
Mr. J. C. Clarke	Mr. F. G. A. Baringer
Mr. J. S. Colson	Mr. F. G. A. Baringer
Mr. C. Cran	Mr. F. G. A. Baringer
Mr. F. Danielowky	Mr. F. G. A. Baringer
Mr. P. C. Donroche	Mr. F. G. A. Baringer
Mr. G. M. Discombe	Mr. F. G. A. Baringer
Mr. and Mrs. Clement	Mr. F. G. A. Baringer
Mr. F. Dobrowol	Mr. F. G. A. Baringer
Major Dorchill, R.A.	Mr. F. G. A. Baringer
Miss Drum	Mr. F. G. A. Baringer
Mr. W. S. Duff	Mr. F. G. A. Baringer
Capt. P. S. Dyson	Mr. F. G. A. Baringer
Mr. D. Earle	Mr. F. G. A. Baringer
Mr. G. Evans	Mr. F. G. A. Baringer
Mr. C. F. Fisher, Jr.	Mr. F. G. A. Baringer
Mr. H. G. C. Fisher	Mr. F. G. A. Baringer
Mr. A. M. Frink	Mr. F. G. A. Baringer
Mr. T. G. Friedland	Mr. F. G. A. Baringer
Mr. L. A. Gouge	Mr. F. G. A. Baringer
Miss W. M. Giles	Mr. F. G. A. Baringer
Miss Giles	Mr. F. G. A. Baringer
Mr. C. Glover	Mr. F. G. A. Baringer
Capt. Goddard	Mr. F. G. A. Baringer
Mr. F. W. Hall	Mr. F. G. A. Baringer
Mr. F. H. Hebblethwaite	Mr. F. G. A. Baringer
Mr. & Mrs. J. D. Howkins	Mr. F. G. A. Baringer
Mr. F. Hobden	Mr. F. G. A. Baringer
Mr. Thos. Howard	Mr. F. G. A. Baringer
Mrs. J. B. Jackson and	Mr. F. G. A. Baringer
Indo-China S. N.	Mr. F. G. A. Baringer
Shell Transport and T.	Mr. F. G. A. Baringer
Trading Co., Ltd.	Mr. F. G. A. Baringer
Mr. & Mrs. E. S. Joseph	Mr. F. G. A. Baringer
Mr. E. A. Katush	Mr. F. G. A. Baringer
Mr. & Mrs. F. Kinas	Mr. F. G. A. Baringer

## HOTEL.

Mr. J. E. Lee	Mr. J. E. Lee
Mr. C. Gordon Mackie	Mr. C. Gordon Mackie
Mr. K. Martin	Mr. K. Martin
and child	and child
Mr. R. Mitchell	Mr. R. Mitchell
Major & Mrs. Morris	Major & Mrs. Morris
Mr. Stuart G. Newall	Mr. Stuart G. Newall
Mr. H. E. Oakley	Mr. H. E. Oakley
Miss Oakley	Miss Oakley
Mr. Oldor	Mr. Oldor
Mr. J. Oppenheim	Mr. J. Oppenheim
Mr. & Mrs. Brooke Pigot	Mr. & Mrs. Brooke Pigot
and child	and child
Mr. H. R. Follock	Mr. H. R. Follock
Mr. J. F. Stannan	Mr. J. F. Stannan
Mr. E. Bruce Shepherd	Mr. E. Bruce Shepherd
Mr. A. Sinclair	Mr. A. Sinclair
Mr. Murray Stewart	Mr. Murray Stewart
Mr. G. L. Tomlin	Mr. G. L. Tomlin
Mr. Geo. H. Wheeler	Mr. Geo. H. Wheeler
Colonel Wheeler	Colonel Wheeler
Mr. Y. B. Wheeler	Mr. Y. B. Wheeler
Dr. Young	Dr. Young

## CHAISEMBURY HOTEL.

Mr. Arthur Anderson	Mr. A. Sharp Deane
Miss Anderson	Rev. H. Goodman Johnson
Mr. J. M. Anderson	Mr. John A. Ross
Mr. J. W. Crouch	Consul Volpicelli